

Congestion Blocks Freight Shipments Of Hudson Cars

Conditions in the automobile field are changing so rapidly that it is almost impossible to forecast daily developments.

Owing to the shortage of railway equipment and the lack of storage facilities in Detroit, the Hudson factory found it necessary only a short time ago to park more than 500 cars in a snow covered vacant lot, where they were protected at night by armed guards.

Freight cars could not be obtained to move the output of Hudsons. The factory faced an immediate curtailment of production, just when the clamor for Hudson cars was greatest.

All over the country the call was sent to Hudson representatives "Send help. As many men as you can spare. Drive the cars away. Take them home on their own power." The response was noble. On just a few hours' notice, men left their firesides and families and hurried to Detroit to face the rigors of one of the most severe winters ever experienced.

A great parade over snow-covered storm-swept roads with the mercury often registering below zero, of Hudson motor cars, driven by these men for hundreds of miles to points from which they could be either temporarily stored or shipped. Regardless of this handicap, by day and night these "caravans" crept over the roads, so that the way might be cleared for continued production, to satisfy the purchasers of the popular Super-Six.

AUTO TOURISTS' PROBLEM
PARIS, April 3.—The problem of receiving the thousands of automobile tourists that are expected to come here from America next summer has already been tackled by the authorities. Instructions have been sent out to the prefects of the departments of France that proper facilities may be accorded the visiting motorist.

The instructions provide that American tourists will not be compelled to have their cars inspected by the Service des Mines, if such cars already have a circulation permit issued in the United States and are duly registered in that country. Tourists also will not have to pass a driver's examination if they have an American driver's license. Two cards will be issued to each tourist presenting his car—a gray card covering the registration of the automobile and a pink card for the driver.

To take advantage of this concession the tourist must present the American

OTTO AUTO

Clem's Dome Is in Reverse Gear, Too

BY AHERN



receipt for the declaration of the car and the American driver's permit. In the absence of these, certified copies will be accepted. Two unmounted photographs of the driver must be attached to the pink card. On landing, a receipt for \$20.25 francs (\$3.91 at nor-

mal exchange) will be paid to the collector of direct taxation.

Do you read The Review Want Ads? This paper has the largest classified section of any newspaper in Cochise County.

Barney Remembers Man in Black Hat

That Barney Oldfield knows and can call by name a larger and more widely distributed army of acquaintances than any other living American is the honest belief of every one of the speed king's close friends.

Twenty years before the public and a lifetime of almost continual traveling, combined with Mr. Oldfield's unusual ability as a "mixer," have brought him into personal touch with many thousands of people. His memory for names and places rivals that of a veteran rural congressman, campaigning his district.

But even such qualities as these have been severely strained since Barney retired from racing to assume the presidency of The Oldfield Tire company, of Cleveland.

"You surely must remember me, Barney," declared a would-be distributor of Oldfield Tires, elbowing his way into the former "Master Driver's" office, and proceeding to relate a comparatively unimportant event dating far back in Oldfieldian history.

"Why sure I remember that," declared the tire manufacturer with characteristic geniality. "And I remember you too. You were the man in the black hat!"

With the desired tire franchise in his pocket, the merchant left that night for his home, where he is doubtless today telling the interview in which the tire manufacturer so clearly recalled the part he played.

Willard Batteries Pass Severe Test

"Some idea of the care used in the construction of Willard batteries may be obtained from the severe electrical and mechanical tests which each jar has to pass before it can become part of a Willard battery," says the local Willard expert. "Each one of these rubber jars has only to stand a pressure of about 2 volts in actual service, and is carefully protected from mechanical shock. But before these jars can get by the electrical inspector, each one of them must prove its ability to stand up under a pressure of not a few volts, but of a full 24,000 volts; and in order to make sure that each piece of rubber is mechanically strong, each lot is sampled and the sample submitted to a tension of 3,600 pounds to the square inch."

SOUND "A", PROF., THE STENOGR. IS TUNING UP



CHICAGO—If you got a letter from a Chicago concern which started out: "Sweet Papa," or "Oh, Baby," overlook it. Many business houses have installed graphophones which they play sweet music during the stenog's working hours. William A. Bachrach's found that music helps workers gain speed and accuracy. Then others adopted the idea. Miss Ada Mack, stenographer in Lyon & Healy's music store, makes her machine fairly hum when a jazz record is started.

BETTER SIGNALS NEEDED

If you call your machine a "boat" as many do, why not be consistent and run it like a boat?

John H. Lapp of Lorain, O., who captains a lake steamer and pilots a land boat, makes this suggestion.

"Why don't automobile drivers adopt some system of signals to let each other know what the fellow ahead intends to do? You would save a lot of accidents if you knew by a set signal whether the man ahead of you wanted to tack from starboard to port or stop, or back up. When a boat wants to go ahead it gives two blasts of the whistle. When it wants to tack up or stop it gives three blasts."

We might wear a sailor suit and carry an anchor and hauser, to let the other fellows know we're initiated land salts.

Warren District Service Station

Phone 831—Opp. P. O., Lowell, Ariz.

It makes no difference who you are, or where you are, if you are in trouble with your car, just call us and we will get you out of trouble. We handle the very best kinds of materials for cars that can be had. We also do all kinds of Tire and Tube repairs, section and retreading.

C. H. RAMQUIST, Mgr.

Willard

First Cost

We can't compete for battery business on price.

Willard service does cost more, so does a Willard Battery. But isn't it true that if you hire a real engineer, or architect, or contractor, or carpenter, or mechanic, or doctor, or lawyer, that it saves in the long run?

We're in business to do the job right the first time

—and that costs more than to fix it so it has to be done over again soon after.

When we sell a Willard Battery with Threaded Rubber Insulation we charge more for it, but it doesn't come back for re-insulation with a big bill to you. It stays on the job till it has delivered all the service you bought—and generally a lot more than you'd believe possible.

Try it once—and you'll feel the same as 99% of all who own Willard Batteries with Threaded Rubber Insulation.

Drop in, glad to see you.

Lohman & Wright

Lowell, Ariz. Phone 788



Tests That Proved Hudson Also Speak for Essex

Both Hold Performance Records That Have Never Been Equalled

In all Hudson's unmatched records this important fact is clear: No ability is sacrificed in one direction to gain supremacy in another.

Hudson is the fleetest. Its stock car speed records have never been equalled. On the speedway its racing cars won more points than any other team ever gained.

But its speed means no forfeit of other qualities. For in official tests, the Super-Six has also out-performed all other types, in endurance, hill-climbing and acceleration. In every motor performance it has established leadership by unanswerable proofs.

Hudson Records Prove Its All-Round Mastery

Only a supreme advantage that others cannot use, could account for such all-round dominance. Hudson has it in the Super-Six motor. It minimizes vibration to within 10% of vanishing—nearer the ideal than any type we know.

In the same size motor the exclusive Super-Six principle added 72% to power and 80% to efficiency. Endurance is practically doubled.

How these qualities are valued by motorists is reflected in Hudson's five years of leadership of fine car sales. Today the demand is larger than ever.

Built by the same makers, Hudson's unequalled records also speak for Essex. They foretold performance never expected of a light car.

The prophecies now are facts.

And Essex Holds the World's 50-Hour Endurance Record

An Essex stock chassis set the world's 50-hour endurance record of 3037 miles. That is officially certified by the American Automobile Association. And Essex holds the world's mark of 1061 road miles in 24 hours. A stock touring car did that.

Local road, speedway and hill-climbing records in every section of the country are held by Essex. Scores of abusive tests have proved the endurance that 30,000 owners find in the daily service of their Essex cars.

But it is not only in performance that Essex shows the same stamp of quality as Hudson. Its beauty of line, its luxury of appointment are the work of years of leadership in coach design.

See the care and completeness, even in the smallest details. Its riding comfort, its smooth, quiet running ease, with the suggestion of well-contained reserve power, are qualities comparable to the finest of high-priced cars.

Bisbee Auto Company

Phone 5

Main St.
Bisbee

Phone 5



Best in the Long Run

THE INNER TUBE is the *pneumatic* of your tire—for the only practical way of making a tire pneumatic is to equip it with an inner tube. The tube is there to hold the air—it serves no other purpose.

Goodrich Red Inner Tubes hold the air because they are scientifically constructed. They fit the tires. Try one on your car!

Goodrich Red INNER TUBES

The B. F. Goodrich Rubber Company, Akron, Ohio
Makers of the SILVERTOWN Cont Tire